

CLASSIFICATION <del>SECRET</del> - <del>TOP SECRET</del>			
COUNTRY	East Germany	REPORT	
TOPIC	Jueterbog Airfield		
EVALUATION		PLACE OBTAINED	25X1
DATE OF CONTENT			
DATE OBTAINED		REPAIRED	16 March 1955 25X1
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	25X1
REMARKS			
This is UNEVALUATED Information			25X1

1. The following air activity and aircraft were observed at Jueterbog airfield between 24 January and 1 February 1955:

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24 January. Between 0800 and 1100, officers and EM were receiving instruction. After 1200, some of the EM were assigned to firing practices with carbines on the target range, while the other EM were engaged in maintenance and overhauling work on the MiG-15s and U-MiG-15s. No air activity was observed.

25 January. During the morning and afternoon, maintenance work was being done on the swept-back jet fighters parked in the hangars. Some aircraft were being cleaned. The nose compartment and the tail were disassembled from one MiG-15 or U-MiG-15. EM practiced firing with machine guns on the target ranges. There was no air activity.

26 January. At 1030, 14 MiG-15s or U-MiG-15s were towed by tractors from the northern hangars to the eastern end of the runway. They were arranged in one line next to the runway. At that time, visibility was limited to 5 or 6 km and the sky was 5/10 to 6/10 overcast. The weather deteriorated considerably about 1200. The visibility range was about 400 meters. At that time, the aircraft were towed back into the hangars and no flights were made.

27 January. Beginning at 1000, a total of 18 MiG-15s or U-MiG-15s were towed from the western hangars to the eastern end of the runway. Individual flights were made at intervals of 20 to 25 minutes up to about 1530. After the take-off, the aircraft disappeared from view and remained aloft for about 25 minutes. Shortly before landing, the aircraft again came into view. During the air activity by swept-back jet fighters, one Il-28 took off at 1200. After the take-off this aircraft let out a sleeve target which was fired at by light AA guns while the aircraft flew over the firing range. The Il-28 landed at 1240. Another Il-28 with a sleeve target took off at 1245. At 1530, when air activity was discontinued, the MiG-15s and U-MiG-15s were towed back into the hangars. The aircraft parked in the northern hangars were being cleaned and their landing gears were being greased.

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29 January. After 1000, there was air activity by 22 MiG-15s or U-MiG-15s from the western hangars. Individual flights were made at intervals of 3 to 15 minutes and flights in elements of two were made at intervals of 15 to 20 minutes. All of the aircraft flew toward Markendorf. It was repeatedly observed that aircraft circled over the field. At 1500, when air activity was discontinued, the aircraft were towed back into the hangars.

30 January. The 5 alert aircraft parked at the end of the runway were relieved. Each of the aircraft made one local flight of about 12 minutes duration and subsequently taxied to the western hangars.

The new alert aircraft came from the northern hangars.

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31 January. No air activity was observed. During the morning, officers and EM received instructions and after 1200 the EM were engaged in athletic and drilling exercises.

1 February. Beginning at 0900, 18 MiG-15s or U-MiG-15s were towed from the western hangars to the eastern end of the runway. At 0930, 3 swept-back jet fighters took off at intervals of 5 minutes. The first aircraft flew to the north, the second to the west and the third to the south. The three aircraft remained aloft for about 20 minutes. After the landings, the next 3 planes took off in the same manner. All of the flights were made at high altitudes. Air activity continued until 1150. Beginning at 1200, the aircraft took off from the western end of the runway. At 1400, a MiG-15 or U-MiG-15s towing a sleeve target took off heading toward Markendorf. An additional 3 swept-back jet fighters took off at intervals of 3 minutes. They attacked the sleeve target three times and each aircraft fired about 5 shots with machine guns on each approach. Subsequently, the 4 aircraft landed. This exercise was repeated 3 times. At 1200, an Il-28 with a sleeve target took off. While flying over Forat-Zinna, the sleeve target was fired at by heavy AA guns. The Il-28 landed at 1240. Subsequently, a second Il-28 towing a sleeve target took off and was attacked by machine guns in the vicinity of Oehna. Each Il-28 took off 3 times until nightfall.<sup>1</sup>

2. A school was being established in the former Hindenburg Bloc at Jueterbog airfield. Large charts were suspended in some rooms and the cut-open model of a jet engine with combustion chambers was observed in one classroom. The interior sections of the engines were marked by various colors.

There was also an actual cockpit set up. It was noted that the speed indicator seen on the control panel was calibrated up to 1,050 km.<sup>2</sup>

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4. At 1300 on 29 January, about 12 MiG-15s or U-MiG-15s circled individually over Jueterbog and the airfield at altitudes of 200 to 300 meters. At about 1315, 14 MiG-15s or U-MiG-15s were counted on the landing field.<sup>1</sup>

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1. Comment. Jueterbog airfield is still occupied by 2 fighter regiments. MiG-15s practiced firing at towed sleeve targets, local flying, cross-country flying etc. Il-28s flew AA target representation.

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the present report indicates that the aircraft of the individual regiments were probably parked in different hangars, air activity was alternately conducted by the 2 regiments and the alert aircraft were alternately furnished by the 2 regiments. MiG-15 is reported for the first time, while the other aircraft have previously been observed in Jueterbog.

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